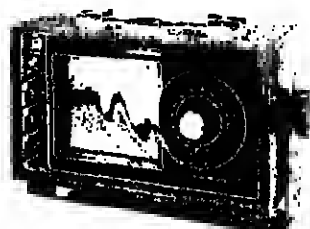


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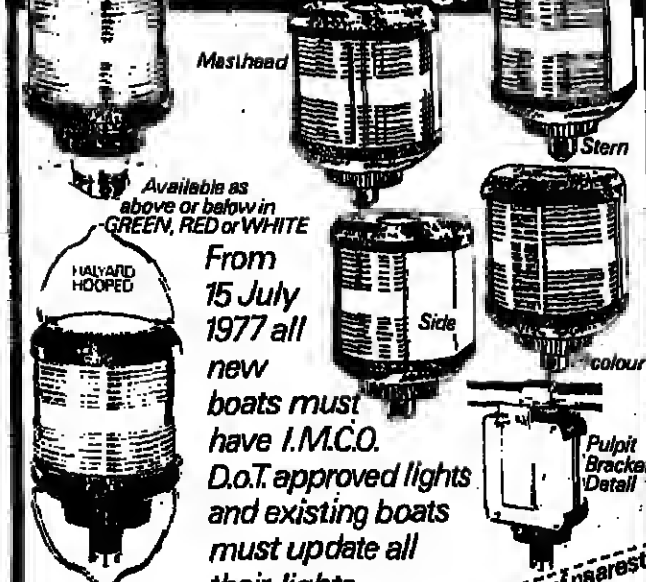
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The Grimsby freezer trawler Goth, after completing a season on mackerel, now goes to Hull.

PORT COUNTS THE COST OF...

Life without the freezers

BRITISH United Trawlers' decision to transfer its six Grimsby freezer trawlers to Hull means the south Humber-side port is now without a distant water freezer of any description for the first time since 1984.

It also reduces the overall Grimsby fleet to a new low of just 83 vessels, and of these 14 distant water freezers, mostly owned by BUT, and one middle/neer water, currently awaiting

new spares, are laid-up.

Apart from wartime it is thought these figures represent the smallest numbers of powered trawlers ever to work from Grimsby.

It also means BUT's Grimsby fleet has fallen by 30 trawlers from a total of 54

working vessels in 1974, including ten freezers and 33 distant waters, to just 15 operational middle water freezers and nine distant waters with nowhere to fish.

Even a year ago the company was working 34 vessels from Grimsby, but the freezer Conqueror (lost last Christmas) and Defiance were transferred to Hull last summer and nine distant waters, with the recent exceptions of Northern Reward and Northern Gift, have been laid-up since before Christmas.

Last year the HFTI freezers landed roughly 7,600 tonnes in the Grimsby fish docks, but as this fish went straight into cold store without being outlanded the transfer is unlikely to have any short or long-term effect on Grimsby's supplies which are primarily wet.

It is also widely known there is plenty of foreign caught frozen fish available and on the very day of the HFTI announcement three Norwegian freezer trawlers were delivering almost 1,000 tonnes of frozen fish in a commercial dock.

The most serious effect that the transfer will have is

its financial implications.

The remaining Grimsby fleets must find something like £50,000 paid annually by the freezers to make good the lost dock dues and wharfage charges alone and this figure is expected to increase as laid-up trawlers are sold off.

The 190 shore industries leave BUT with 16 employees at Grimsby. Some departments were expected to announce provisional details last weekend, but they will not become effective for at least 90 days.

What could make matters worse is the expected drift back to Grimsby of the 180 fishermen who currently are the six freezers. The Grimsby men are known not to be too happy over working from Hull and the general consensus was that it would not be too long before the six trawlers were crewed mostly by 'Yorkies'.

In Grimsby fishing circles the move came as no great surprise. For months such drastic measures have been forecast and a leading fishing vessel owner commenting on the announcement said: "HFTI's trouble was that it became too large. It has set shore assets which nobody else now wants at Hull and Grimsby and in the long run everything has to be paid for by what comes out of the cold end."

"Trawlers don't catch fish tied-up to bollards."

HUMBER TALKS

TALKS have already started to sort out differences between the Humber ports — as recommended by the Expenditure Committee in its report on the fishing industry.

This was revealed at a meeting on Monday, between the All-party Parliamentary Fisheries Committee and representatives of the National Federation of Fishermen's Organisations.

The NFFO had been invited to meet the Committee by Chairman James Johnson, MP, to discuss the fishing industry report.

Grimsby seiner chief Fred Parkes, told the committee that he had already discussed ways on which the ports might co-operate with leading Hull trawler owner, Andrew Marr.

The meeting with MPs, at the House of Commons, also discussed the problems of Fleetwood, which faces rising costs and a declining fleet.

MILFORD HAVEN'S highly successful involvement in the south-west mackerel season, with several Hull freezers off-loading their catches on to Nigerian reefer vessels at the port, came to an end last week with the arrival of the stern trawler St. Benedict. But there are hopes that the Humber vessels will continue to use the port while fishing for blue whiting.

John Williams, assistant manager for Hull's Boyd Line said: "It looks possible that one or two Boyd ships may be landing catches of blue whiting at Milford Haven in the next two months."

Milford Docks Manager Roy Evans, said that whether the docks would get this increase in trade depended on the economics of the situation. If an overseas market

could be found for blue whiting at the right price he thought they would be handling catches at the port.

Reflecting on the off-loading operation Mr. Evans said: "We're extremely pleased with the season just ending. Since October we've handled more mackerel than we expected to, about 37,000 tons. At peak periods we've employed up to 100 men on unloading the freezer trawlers and loading the reefer vessels."

"They have handled the cargoes very well and work has gone on round the clock and over bank holiday when necessary."

"We've proved to our customers that local labour is adaptable and flexible and I've got nothing but praise for the loaders and the Docks Company staff which have had to cope with a lot of extra work."

Congested Peterhead - new plan

TO EASE the congestion of boats at Peterhead the Harbour Trustees have called for a feasibility study on an extension to the harbour basin.

In addition to seine netters from all parts of the country, the local fleet has been joined by vessels normally on herring and also by Danish vessels working on shrimp.

At a meeting of the trustees on Saturday harbourmaster Capt. Oliver Signorini indicated plans to make more berths available and the trustees are to look into the possibility of extensions to the port's north and south sea walls.

Special arrangements are also visualised for a pontoon for small boats.

While there was a fall off in the value of white fish landings at Peterhead during April compared with the corresponding month a year ago, a substantial increase in overall revenue was revealed in the collector's returns.

The value of white fish catches in April was £2,105,710 compared with £2,319,878 in April 1977 and down on white fish dropped by £4283.

Revenue for April totalled £88,164 which was £14,634 more than in April 1977 while over the past two months revenue rose by £34,121.

Iceland fish at Grimsby

ICELANDIC fish was landed at Grimsby on Wednesday — and there were no objections from the port's lumps.

The Belgian trawler, *Belgian Lady*, which had been fishing at Iceland made £61,278. Her 1,669-kg catch included 800 of cod and 660 haddock.

With licences for five vessels, Belgium is the last country left fishing at Iceland.

A meeting of lumps from Aberdeen, Fleetwood and Grimsby is planned for this weekend — and could result in the Icelandic ban being lifted.

fishing news

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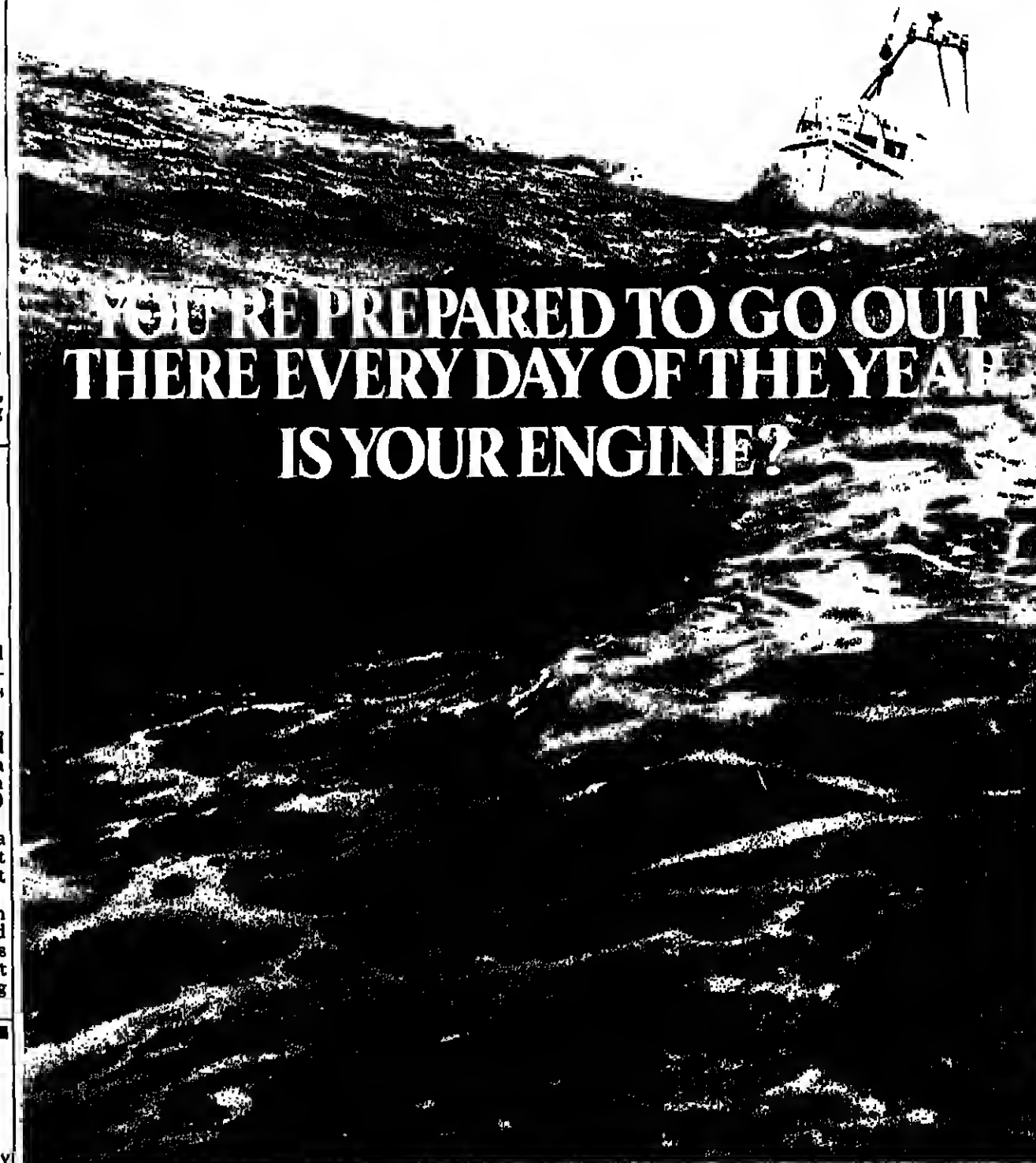
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A TRADE mission from India aimed at setting-up joint fishing ventures with EEC countries has recently completed a tour of the UK. The Indian delegation called in at Friglandia's London cold store in Stratford, Bruce Burden (centre) general manager shows members of the trade mission around the 4.5 million cu. ft. cold store.



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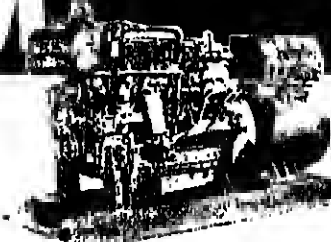
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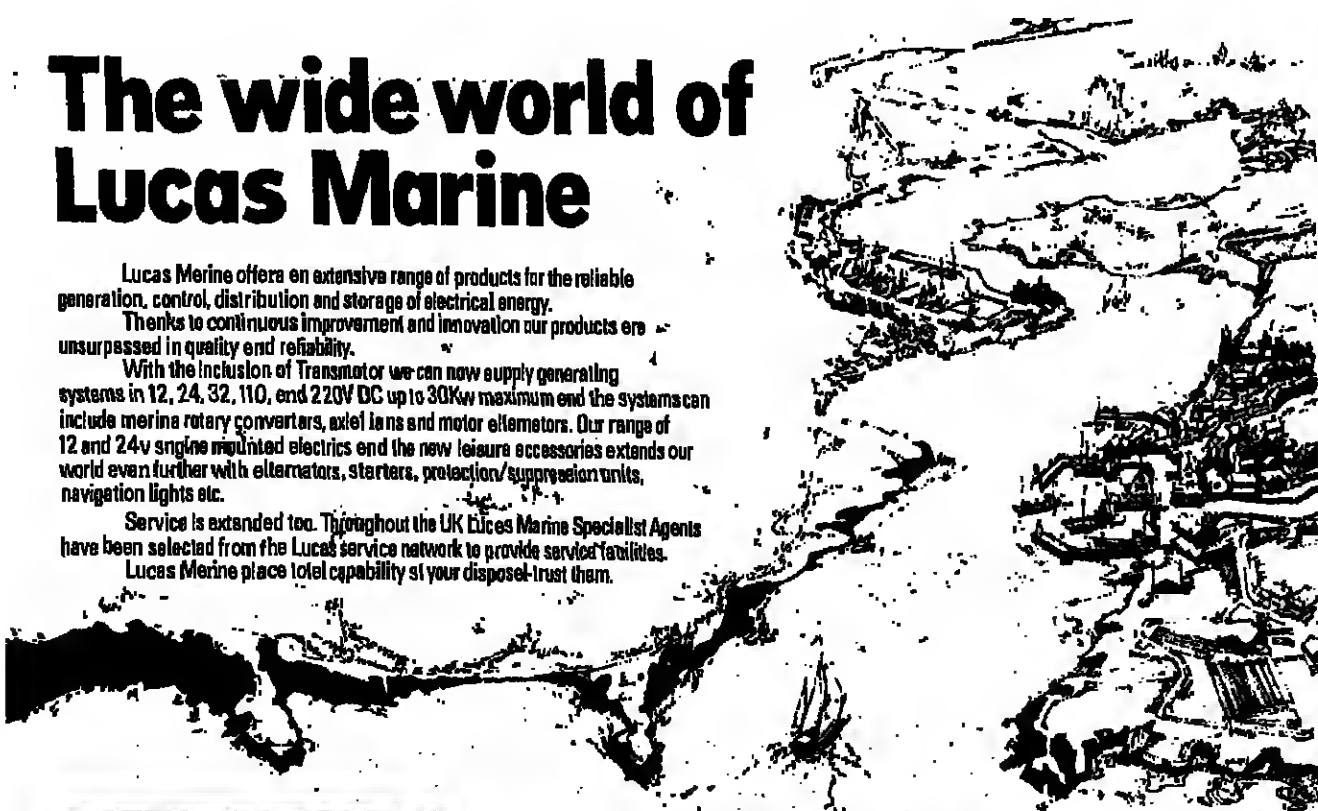


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FISHING NEWS



The 19-year-old William Wilberforce in happier times.

Top trawler bites the dust

THE GRIMSBY distant water trawler William Wilberforce has been sold for scrap.

The 19-year-old vessel, built at Beverley by Cook, Welton & Gemmell for the Boston Group subsidiary, the St. Andrews Steam Fishing Co. was for the first few years of her career based at Hull as H 200.

In 1967 the motor trawler was transferred to Grimsby and registered GY 140, together with the Fleetwood trawlers Princess Elizabeth and Prince Philip, in a move to strengthen Boston's deep water fleet at Grimsby.

The 180-footer was a big success and clocked up several records in a long and distinguished career at Grimsby which ended last year after completing just ten trips. The vessel has since been laid-up with nowhere to fish.

Stripped

William Wilberforce has been bought by Drapers, the North Humberside shipbreakers, which in March also took delivery of Prince Charles.

There was better news, however, of Voleus the vessel withdrawn and stripped end

which looked virtually certain to be heading for a breaker's yard as well in April.

Boston has now sold Voleus to C. K. Self (Gibraltar) Ltd., a salvage concern from Lincoln which plans to work her on wreck

recovery off the Yorkshire coast.

The Boston Group's dwindling Grimsby fleet of wet fishers has unfortunately had another setback which has reduced its operational vessels through May to just

four vessels.

The stern trawler Boba, Halifax is temporarily out of fishing for the installation of winching refinement.

However Boston Comanch has now joined the row of laid-up big distant water after the firm switched over its four north-east Arctic licences, until now used entirely by the Grimsby trawlers, to Hull for use by the firm's freezer.

RUSH FOR DISTANT WATER FISH

FLEETWOOD had its first distant-water landing for some time last week when the J. Marr stern trawler Govino returned to port from the White Sea grounds.

The vessel's catch of 1,289 kits, including 900 of cod and 200 of haddock was snapped up eagerly and sold for a total of £37,021.

On the same day the French stern trawler Saint Briere landed the week's biggest catch. She had 1,410 kits, including 30 of hake, 100 of cod, 150 of mackerel, 100 of haddock, 80 of whiting,

and 800 of coley, which sold for £29,271.

There were landings by three other French trawlers during the week. Le Chateau landed 924 kits, including 35 of hake, 55 of cod, 140 of

420 of coley, and 385 of the

ling selling for £22,175. Completing the French line-up was Koris which making her second landing of the port, she landed 943 kits including 65 of cod, 510 of mackerel, 100 of haddock, 35 of whiting and 100 of

Top local middle-water trawlers were the pair Fabian Hieno and Norina. Norina (Sk. Bill Reader) landed 610 kits, including 360 of cod and 125 of coley, which sold for £23,778, while Hieno (Sk. Victor Dingle) made £18,881 from 544 kits — 360 of cod and 184 of coley.

By far the outstanding norwester trawler was Morrie Jacob. The Irish vessel returned from the Morrescombe Bay grounds with more than 400 of cod included in her total of 50 kits which sold for an excellent £8,238.

Top local nearwater trawler was Replenish (M. Oldman) which made £8,624 from 187 kits. There were only three other landings — and these were nearwater ones — which made the French catch, the total catch, extremely welcome, especially to merchants dealing in

It was again a week of good demand with good prices for ling paid for almost all varieties.

HOSPITAL TRIP

SKIPPER Dick Taylor has rejoined Nowington's C. S. Forester, earlier than he would have done owing to the illness of Skipper Bill Brettell.

Normally the pair share the command of the vessel but 14 days before the latest landing, Skipper Brettell

developed acute pains and a high temperature. Skipper Brettell was at Humberhead for 10 days in Norway, and before being flown back to Hull called Sunday.

FISHING NEWS

May 12, 1978

New service for RSW systems

REFRIGERATION engineers Sparks of Aberdeen Ltd. have been appointed UK agents and service agent for Kvaerner Refrigerated seawater systems.

Kvaerner Kulde s/a of Sandvika in Norway have been making RSW systems for fishing vessels for 12 years and have some 120 installations now in use.

The first UK purse seiners to be fitted with Kvaerner plants were the Peterhead vessels Vigilant and Pathway. The firm now has about 16 systems in use aboard or on order for the Scottish fleet.

These include model 92/6E plants for the two 100ft. stern trawlers ordered by Richard Ilyn and Sons from McTey Marine of Merseyside.

In addition a purse seiner being built at the Væglund

yard in Norway for Northern Ireland skipper Frank McAllinden will be supplied with a 92/6E installation.

With so many units in use in the UK, Kvaerner feel that it is essential to have service facilities over here, and there will be close liaison between Sparks of Aberdeen and Kvaerner's marketing agent Scandinavian Marine Sales Ltd. of Glasgow.

All spares will be readily available in the UK and the plants utilise British made compressor units from J. and E. Hall.

A LARGE section of the Shetland fleet is now engaged in industrial fishing for sand eels. Last week industrial landings were up by more than 80 per cent on the previous week. 130 arrivals landed 33,700 cwts, worth £108,400.

SWANSEA BOAT FOR NIGERIA

THE SWANSEA based fishing boat Sorla has been sold to a Nigerian firm and will shortly be shipped out to start fishing operations there.

The deal has been arranged through a Swiss investment firm and through London agent Twinmoor Ltd.

Sorla was built by Brian Uvellyn of Swansea last year at Briton Ferry.

Trouble with hydraulic equipment has prevented her from completing a full fishing season and lately she has been engaged in experimental long-lining.

Sorla is 45ft. long and was designed by Brian Jewell. She has a 257 hp Dorman diesel which drives through a Self Change gearbox.

The large engine room is located amidships with the fish hold aft. Berths for a crew of four are situated forward but the vessel has been found capable of being worked with a two-man crew.

'Swinging' Bob bows out

CAPTAIN R. E. H. "Bob" Parsons, the senior certificated compass adjuster in Great Britain and one of the most popular figures on Grimsby fish docks, retired last Friday after 22 years of "swinging" with Olafsen on South Humberside.

Bob began his sea-going career in 1929 with the Newcastle shipping line R. Chapman & Son. He served on four of their ships, specialising in navigation, until being called up into the RNR during the last war. After commencing two RN ships he became an RN Swinging Officer in 1943, or less, by chance, yet took to the work so well that on demob in 1946 he was Senior SO at Rolyth.

It was during the war that Bob had the distinction of serving in all three branches of the armed forces at one and the same time. Whilst waiting to join a course on leave from the navy he took a part-time job as the skipper of a Tyne ferry. Part of his duties included a stint of fire watching, but he didn't fancy this and to gain exemption joined the Home Guard where he was seconded into the auxiliary air service.

In his last year on naval service he obtained his Compass Adjuster Certificate from the Ministry of Transport and followed up demob work on the Tyne until he was invited to join Olafsen at Grimsby in 1956, remaining there ever since. He is still an active member of the local branch of the Master Mariners' Association, taking the chair in 1961 and 1977, but is probably best known as the hon. secretary, a position he has held for over eight years. During Bob's time in Grimsby he has adjusted every fishing vessel many times star-



Bob Parsons: UK senior certificated compass adjuster has just retired.

ting with the steamer Grimsby Town and ending up with the anchor-shiper Blinks.

A jovial, easy-going man with an enormous capacity for work, Bob told Fishing News: "I've enjoyed every minute of it. It's never really been a job to me, it's been more of a hobby."

Looking back over the years he added: "The biggest change I've seen is I suppose, an adverse one — when I retired there were only 31 certificated adjusters left in the country. "Nowadays the trouble is there's so much electronic equipment on the smaller vessels, like the eelers, that the poor old magnetic compass hardly has a hope in hell of operating properly."

FISHING NEWS

May 12, 1978

Transferred boats row:

FLEETWOOD MEN TO STAY ON AT ABERDEEN

A ROW over Fleetwood trawlermen continuing to men their vessels now working out of Aberdeen has been resolved.

Bill Read, Aberdeen district secretary of the Transport and General Workers' Union, said that there had been a long standing agreement that job vacancies should be taken up by local men.

But there had been a number of meetings with BUT — owners of the vessels and as far as the union was concerned the Fleetwood men could work from the port indefinitely.

Main concern, said Mr. Read, was to ensure that the vessels continue to sail. BUT had said that if there are difficulties the vessels will be tied up, he added.

The demands for unemployed Aberdeen fishermen to be given the jobs had come from a tiny but

vocal minority of Scottish Nationalist sympathisers with the branch, pointed out Mr. Read.

Andrew Lewis, BUT's principal at Aberdeen, said the union had resolved any problems there were over employing Fleetwood men. He said that he did not believe there was any ill-will in the port and said that there was absolutely no Scottish Nationalist feeling at Aber-

deen. There were the same difficulties when men from another Scottish port moved to Aberdeen.

At present there are three BUT vessels from the Wyre fleet sailing out of Aberdeen. They are Wyre Revenge, Wyre Defence and Wyre Vanguard. Wyre Conqueror will join them shortly.

The Fleetwood men come back to Fleetwood after every two trips.



PART-TIME fishermen in Brighton have denied that their catches are depriving the professionals of a living.

"Our boats are around 14ft. and carry eight or ten nets," said part-timer Peter Kinsey, who works as a dustman.

"The professionals have much bigger boats with an average of 50 nets. What we catch is a drop in the ocean."

But George Wheeler, of the Brighton Fishermen and Boatmen Protection Society, insists that the professionals are losing out. He has suggested the part-timers should be provided with tax numbers as a form of control.

"The people we are objecting to use as many nets as a professional," he said. "These part-timers are catching as much as we do sometimes and selling them without having to pay tax."

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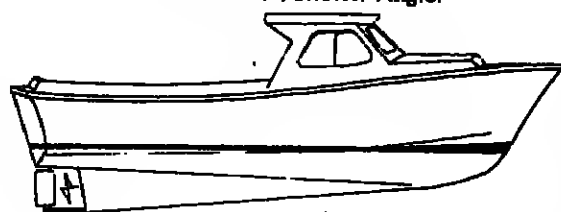
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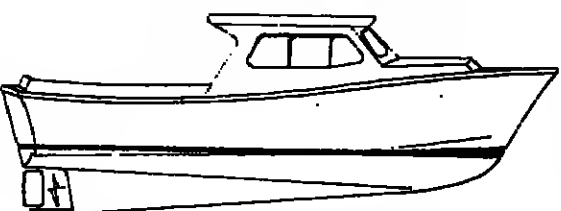
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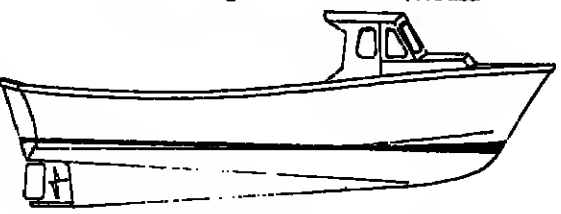
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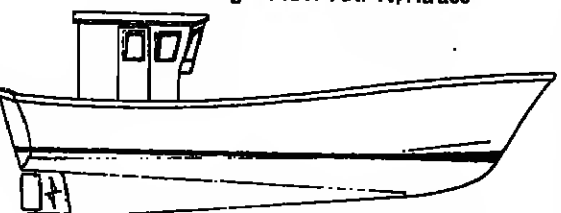
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FISHING INDUSTRY

Hattersley messed up deal with Iceland

BRITISH vessels could have been fishing at Iceland today if the negotiations had been handled properly.

Minister, Roy Hattersley, came in for some criticism from the Expenditure Committee because he did not take account of the poor state of Icelandic stocks.

He should have accepted a severe cut-back in the UK catch and ensured a gradual reduction in effort by British vessels.

A gradual phasing-out period would have bought the fleet time to find other stocks.

The Foreign Office was also criticised for the way it handled the whole question of fishing rights. Obsessed with maintaining the right of passage and freedom of the high seas, the FO was slow to recognise the political force of the move to 200-mile limits.

'Unwise'

The Expenditure Committee further maintained that it was "unwise" of Mr. Hattersley to retreat from demands for a 50-mile exclusive fishing zone in the EEC negotiations.

Had the Government appreciated in time the advantage of adopting a strategy of exclusive fishing zones, it might have rejected more firmly the principle of "common access" in the EEC policy.

The industry was urged by the report, to open up British ports to Icelandic vessels. Although the ban had been lifted at Hull, there was no useful purpose seen in stopping Icelandic vessels coming into Grimsby and Fleetwood.

Ten years 'hard' on herring

SEVERE restrictions will be needed on herring for another five years and could possibly go on for a decade. Herring are no longer regarded as a species for fishmeal production, says the Expenditure Committee.

The industry was criticised for not showing "more understanding and restraint" when it came to dealing with scientists and fishery administrators on conservation.

The problems of over-fishing were blamed on the "adoption of the purse seine, coupled with the use of modern fish finding apparatus and substantially increased engine power".

The failure by the North East Atlantic Fisheries Commission to bring in conservation measures was seen as the reason for the present critical state of the herring stocks.

MAIN RECOMMENDATIONS

of the Expenditure Committee which investigated the fishing industry.

- 50-mile exclusive zone
- Bilateral negotiations with Norway
- Relax ban on Icelandic landings
- Develop line fishing
- South-west harbour improvements
- Deepsea decasualisation scheme
- Training Board for fishing
- WFA and HIB should continue
- Explore South Atlantic
- Clarify fish farming laws
- Compensation for loss of fishing grounds to oil developments

DUMPING DETERRENT

THROW FISH overboard and lose your licence. This is the kind of penalty the Expenditure Committee wants to see, to stop discarding of fish at sea.

Evidence had been given to the Committee showing the survival rate of any fish put back into the sea was small. This particularly applied to mackerel, which was described as a 'neurotic fish', going into a state of shock as soon as it was caught in a trawl or purse seine.

The committee maintained: "If a fisherman's catch is limited by quota he will clearly try to fill it with top quality fish; and if he is forbidden to discard the under-derated ones, it will surely follow that he will try to avoid catching them."

The Committee accepted a Ministry view that where quotas were not in force, fishermen forced to land all the fish they catch, might be encouraged to be more casual as to where they fished and discourage them from operating in areas where there are large fish.

Accepting that it would be difficult to enforce a no-discard rule, the Committee said that threat of a licence being withdrawn on a restricted fishery should prove an effective deterrent.

Stick with same mesh

THE PRESENT 70mm net mesh used by British fishermen for Nephrops should be retained. Gear should be developed allowing more choice for small white fish in ossego, while retaining the 70mm mesh.

This would be preferable to adopting an ICES recommendation, says the Committee, for an increase in mesh sizes which is suggested, would bring small long-term gains in catches.

With stocks of Nephrops now fully exploited, British fishermen were urged not to ignore the Sunfish near off Milford Haven and off the Llanelli Bank in the Celtic Sea — where the French were having it all to themselves. The committee also suggested that there might be

additional stocks of Nephrops to the west of the Hebrides. The Committee was urged to consider the unexploited crab stocks off the Welsh coast and the west coast of Scotland.

The development of the fisheries would need support processing facilities. It has been suggested that Government assistance would be needed to mount a cold processing operation but the Committee said, it would be the worth the risk.

Abundant solid resources could also be taken advantage of, if an effort was made to promote it at home. There was a possibility of new aquaculture grounds could be discovered by means of a systematic search. The committee noted the finding new 'queen' beds had been mainly left to fishermen.

MACKEREL IN DANGER

CORNISH mackerel stocks have been over-exploited and may have to be rebuilt. While North Sea stocks have recovered quickly from overfishing by the Norwegians, the Expenditure Committee warns that a repeat situation cannot be guaranteed in the south-west.

The committee bases its findings on a comparison of reported catches and recommended TAC's. "Total catches in 1975 and 1976 were about 500,000 and 400,000 tonnes respectively, of which Soviet bloc countries accounted for 364,000 tonnes in 1975 and 279,000 tonnes in 1976."

"ICES, however, recommended TAC's of 250,000 tonnes in 1977 and 246,000 tonnes in 1978. The discrepancy is obvious and indicates a need to halve the fishing effort compared with 1975 and 1976."

Doubts were expressed about the reliability of scientific information on which to base TAC's and other conservation measures on mackerel.

While new scientific surveys were now being made to check on the size of the south-west stocks, the present one million tonnes estimate was regarded by the committee as a "suspiciously round figure". Evidence had been given to the Committee showing that the local handline fishery had virtually been wiped-out by the influx of

large and powerful vessels on the Cornish grounds.

Although hopes had been expressed by the British Fishing Federation that there would be fuller exploitation of the mackerel, the Committee urged the Government to provide safeguards for local fishermen.

The Committee noted that any further development of the mackerel fishery would need a generous quota allocation from the EEC for UK fishermen.

Ripe for review

"TIME is ripe for a review of the powers and responsibilities of Sea Fisheries Committees," says the Expenditure Committee. But it refused to go along with the recommendation that industry representatives should have a say in the Committee.

Although there had been complaints from Scottish fishermen that by-law regulations adopted in local waters, the MP's felt it necessary to safeguard against any irresponsible action would be the Minister. Ignorance of local life-lines of fishermen themselves, the MP's felt it necessary to find out what were the real problems, says the report.

'Primitive' Shields gets new hope

MEMBERS OF the fishing quays at North Shields have received powerful support in their demands for a new harbour from the Expenditure Committee which severely criticises the present "intolerably primitive" conditions.

The MP's say that the Port of Tyne Authority — the body that controls the existing fish quay — should be stripped of responsibility for fish landing facilities at North Shields, and the job given to Tyne and Wear County Council and North Tyneside Borough Council which have supported calls for a new harbour.

The Port of Tyne Authority "lacks the necessary enthusiasm and will to undertake this major operation," states the report.

Recent estimates of the cost of a new harbour reckon it will be in the region of £10m.

The committee says: "The fish quay is dangerous, inadequate and incapable of expansion, and processing is carried on in intolerably primitive conditions; much fish rotting takes place in the sheds."

Plans for a new harbour have already been drawn-up and lead for back-up buildings is already started, but the MP's point out that the Port of Tyne Authority doubts whether the scheme will be financially viable.

The MP's call on the Government to co-operate.

Swim for your job

SWIMMING lessons could become compulsory for all fishermen if they want to keep their jobs. The Expenditure Committee says that in the course of its investigation, it was "concerned" to learn that many fishermen cannot swim.

While recognising that this situation cannot be changed quickly, the report recommends that it should be obligatory for all to have a basic swimming and life-saving certificate by January 1980.

The two local councils in the area are urged to explore all possible cash resources for a new harbour — including an application for help from the Common Market.

Mr. R. Offord, president of the North Shields Wholesalers

Association, said:

"The Danish system in which a Land Rover with a radar fitted and which is an inflatable boat, this is a very easy and cheap way of monitoring suspicious vessels and the towed boat can be quickly launched to investigate."

He added: "The special position of local communities of fishermen in Devon and Cornwall, heavily dependent upon returns from the mackerel fishing in recent years, should be fully safeguarded."

Salmon-taking the safe course

SIR: Recent correspondence on illegal salmon fishing off Scotland has obscured the real issue at stake. It is not a question of who should catch salmon, but how they should be caught.

The controversy of drift-net versus established Scottish methods was studied carefully by the Hunter Committee many years ago, and they were emphatic that established methods of fishing were preferable in the interests of efficient management of salmon stocks. Their views are endorsed by the scientists now responsible for the research on which salmon legislation is based.

The resulting ban on drift and hang-nets did not only affect herring and white fish boats which had taken to salmon fishing; established salmon netmen who had gone over to drift and hang-nets had to scrap their new gear and revert to their former methods. Scottish salmon stocks are

generally acknowledged to be the best managed in the World. Besides supporting about 1,500 established netmen who are still by far the largest owners of salmon netting rights, and these are normally let on ten-year leases with no security of tenure. Anyone is free to tender for them on the expiry of a lease, and the highest tender is normally accepted.

Those fisheries which have passed into private hands may be sold or let at the discretion of the owner, in much the same way as are farms.

The Government is therefore faced with a choice. Either it can ensure future supplies of salmon by adhering to established fishing methods, or else it can allow dealer methods and lose control of the stock of fish.

With so many other over-

fishing problems already on its hands, it is not surprising that it accepts the advice of its scientific advisers, and adopts the safer course.

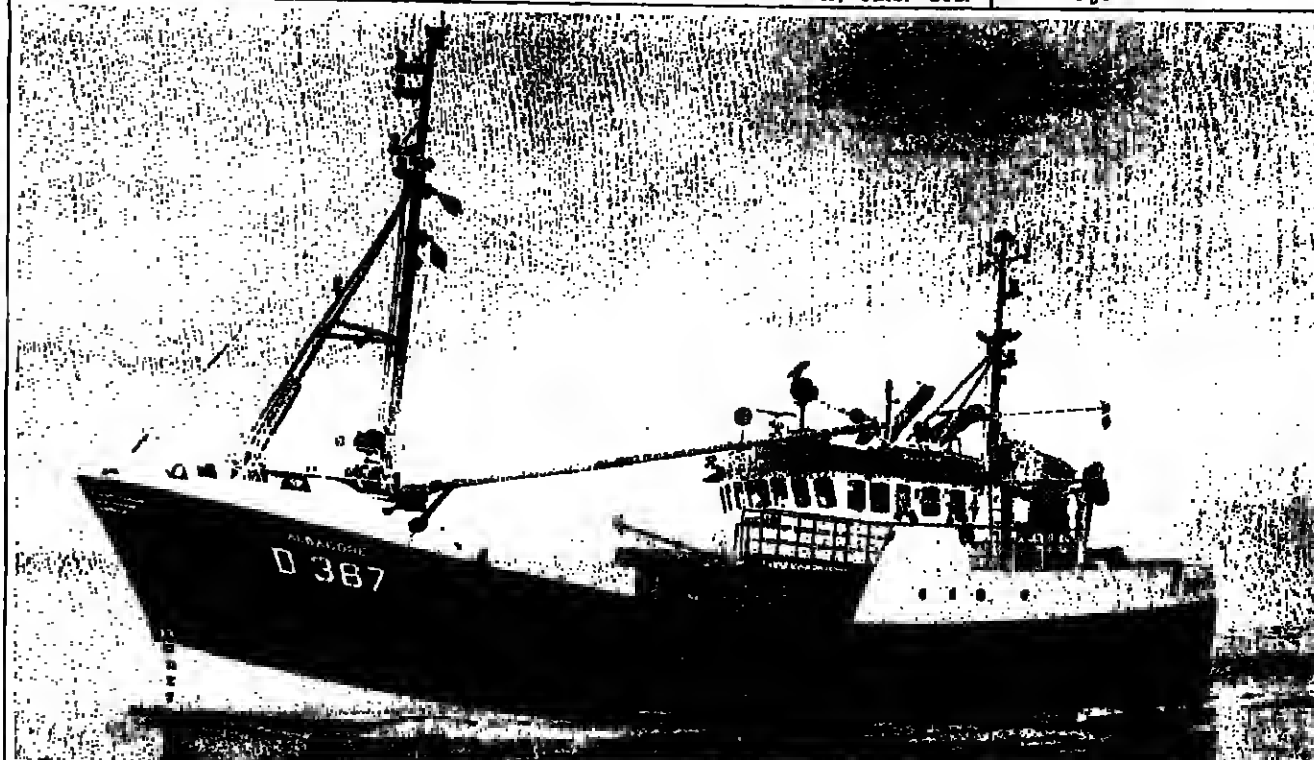
W. A. KING-WEBSTER, Innerwell Fishery, Garlieston, Scotland.

A GOVERNMENT grant is likely to be made available next year for the first phase of a scheme to build a new harbour at Sealloway, Shetland.

This follows a visit by representatives of the Scottish Department of Agriculture and Fisheries to Shetland, last week.

At a public meeting after their tour of the site, officials said the Department would consider the proposals carefully.

LETTERS



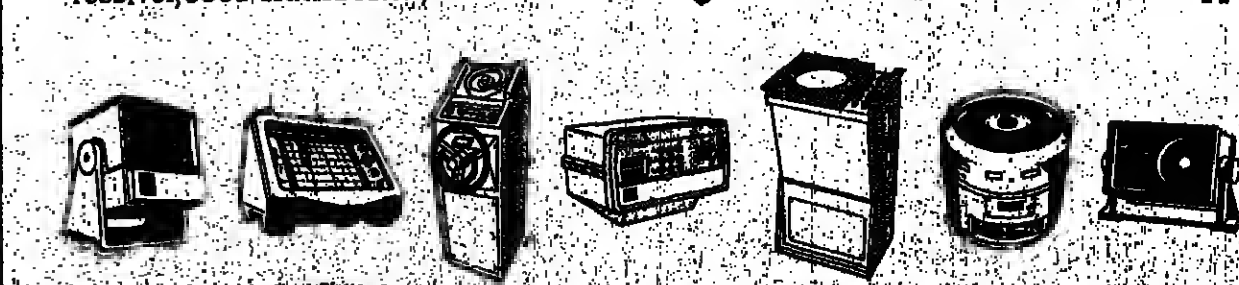
'ALBACORE' All the way with Decca

Built by the Dutch yard of Maaskant & Zonen for Skipper Kevin McHugh of Killybegs, ALBACORE, new flagship of the Irish fishing fleet, is designed for purse seining and single boat or pair trawling and is equipped for extended fishing trips. 'ALBACORE' continues the trend towards bigger and better equipped vessels and makes extensive use of sophisticated navigational and fishfinding techniques to achieve maximum profitability.

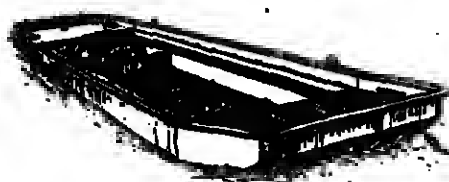
Decca equipment has been selected almost exclusively for this purpose and includes the Decca Navigator Mk21 receiver, 350T Track Plotter, Decca

RM1216A radar, Decca DP 450G autopilot and Microtechnics 'Sirius' gyro compass. Her comprehensive range of Simrad fish-finding electronics includes the new CD Sonar Situation Display, ST sonar, EQ38 and EQ50 echosounders, CI echo scope and MC scale expansion unit, FB net sounder and FI trawl watch. The vessel is also fitted with 'Sailor' SSB radio-telephone and VHF communications equipment.

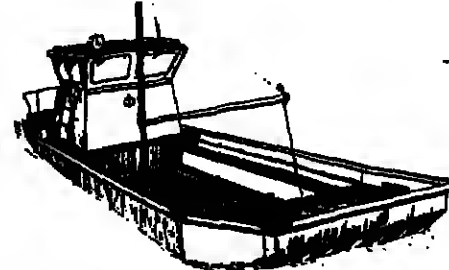
The Decca Navigator Company Limited
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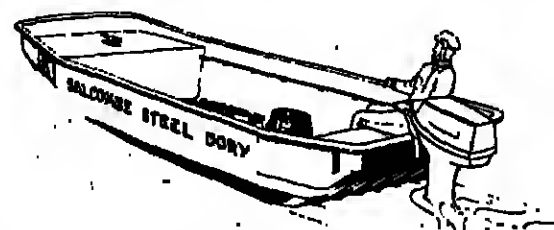
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The ML 24 is a heavy duty moulding designed and built by professionals for the professional. The moulding is built under controlled conditions with using approved materials. The photograph shows the latest Channel Islands boat built by Garry Boatbuilding Co Ltd for crew fishing.

MILTON LAMINATES LTD

Gill net boom on the way

IT IS beginning to look as though inshore gill net fishing could be the next really big development at Grimsby.

The skilful working of trawl curtains and stationary nets over and around wrecks for cod has been so ably pioneered by Erik Loe, and more recently by Olaf Christensen that already several of Grimsby's top-notch seiner skipper-owners are giving the matter more than serious consideration.

One or two skippers are reported to have already tested out a few tangle nets on normal seining trips. However, it would have been wrong to name anyone at this stage until more definite plans are laid.

Backing-up

Backing up the considerable local achievement have been strings of big grossings by visiting gill netters from Denmark where this method is really mushrooming.

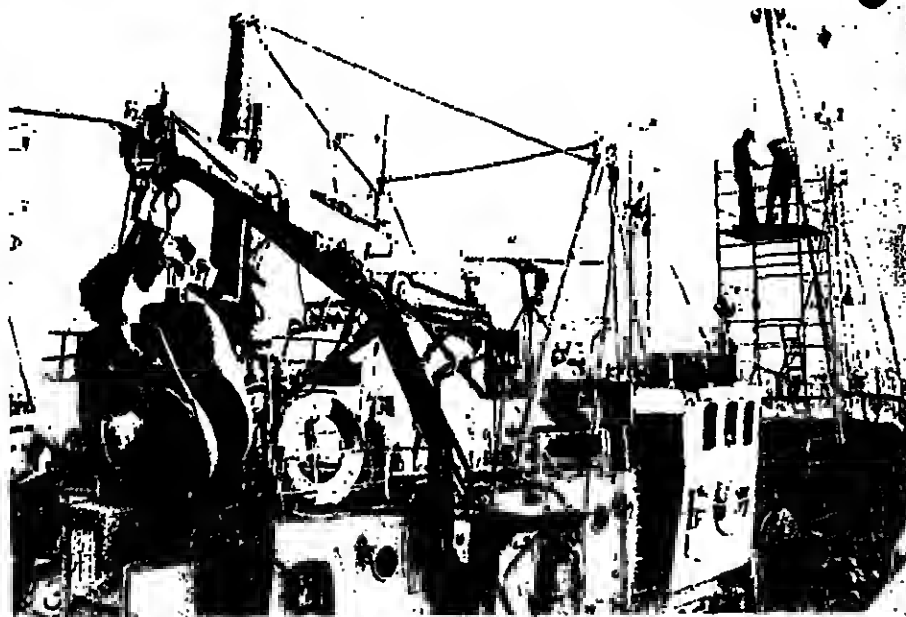
Sometimes through May and part of June there can be a bit of a lull for the 'wreckers' and Erik Loe is taking time out to re-engine Wordley.

The new installation is a DS 11 Scania developing 235 bhp at 1,800 rpm and a Newage fixed pitch stern gear is also being fitted.

It's another big success story for the Scanlink engine agency on South Humberside, which has now picked up four of the last seven re-engineing jobs at Grimsby.

Carrying out the main work is Consolidated Fisheries Ltd., which has just set-up a new small boat repairs division at Grimsby called Consolidated Fisheries Seiner Repairs.

Heading this new venture is Derek Perrott, the outside manager with Marine Diesel for almost 25 years, and one of Grimsby's top marine engineers who is known practically to everyone in the industry as 'Digger'.



Final rigging work in progress before Egon Dam begins her pair trawling career from Grimsby.

INSHORE at Grimsby

A MONTHLY FEATURE

Consol already has existing workshops by the Riby Square entrance to Grimsby fish docks, which have been used for years by the firm's trawling division.

Now the new self-contained organisation has full facilities and 30 trained staff for every type of small boat job, including shipwright's work, electrical and hydraulic repairs or installations.

It is thought to be the first time Consol has set its stall out for outside work and, inside the first month, 'Digger' had Danbrit's Mory Ronn and the Jubilee's Gladsea (last year's top seiner) on Consol's books for re-engineing on a Scarborough vessel.

The Wordley job, by the way, includes a new engineroom casing, fabricated in Consol's boiler shop, and some structural alterations to the wheelhouse which Bridges & Seimon has in hand.

Consol's new set-up primarily got off the ground to look after the firm's own large fleet of seiners.

Control

In an internal re-arrangement director and trawler innager, Don Lister, has overall control of the ten strong fleet of 'Borg' boats, plus the eight other company-owned seiners formerly under the wing of Norman Slater. Mr. Slater runs those in the old Mudd's office together with the privately owned Bellona, Bekimool, Kevan and Wordley.

He will now continue to

look after the four seiners, still through the Consol agency, but from 333 Auckland Road.

One of the busiest men in Grimsby docks, and one to shirk responsibility, Mr. Slater will now have more time to concentrate his combined duties as a senior fish salesman for Consol's growing fleet.

The 'Borg' boats are really settled in at Grimsby. After three years in place only two boats less than 215,000 and just more handful of other Grimsby vessels have comparable figures after three years.

Four 'Borg' were over £20,000 with Kevan on £27,000 narrowly beating 'The Godfather', skipper Egon Dam in Christchurch.



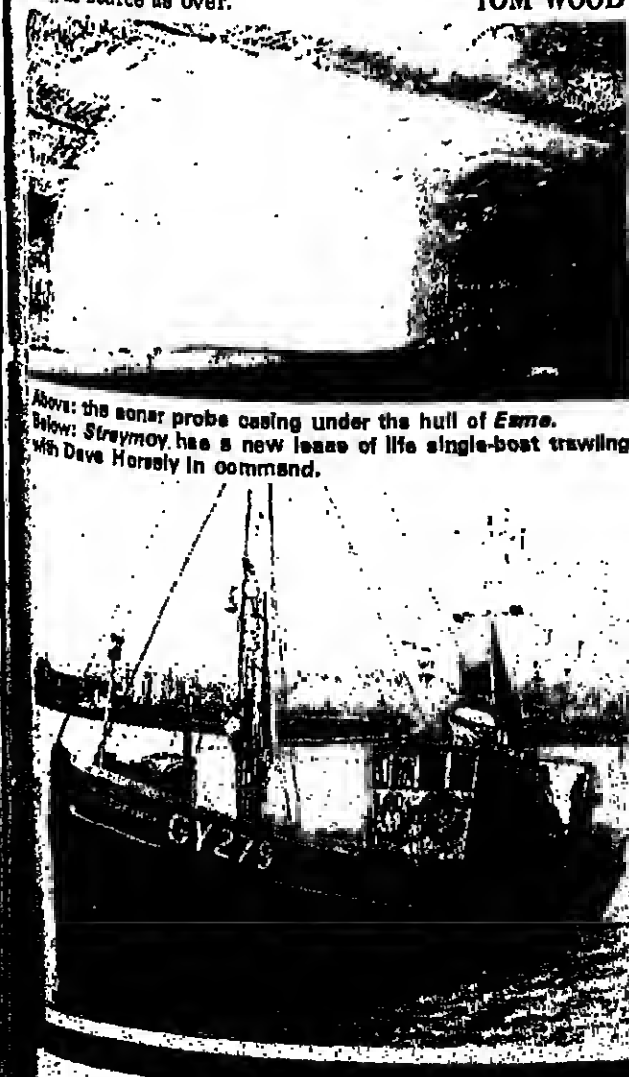
It's an entirely complimentary little bestowed on Egon as the active head of several generations of the Dam family who are all superb seine fishermen.

After 12 years working from Hull Egon, like some of the other skippers, is considering moving to Grimsby. Recently when talking about the change he told Fishing News: "Grimsby's a bit different, but it's better than Hull and that's for sure. So far we've no complaints at all."

Egon, who likes working the east side of the North Sea, added: "There's no fish up south this year and it's the first year there's been heavy fishing off the German coast, where the grounds are tough and very hard on gear."

Another firm to feel the wind of change this year is Thomas Hamling's Grimsby subsidiary, A. E. Richardson & Co. Ltd. Things are now running very smoothly and Hamling's strong connections with the Yorkshire ports are attracting many visitors which are all working to the benefit of the Grimsby markets with top quality North Sea fish.

Late April saw the first good sole catch in the number by an inshore boat when 44 kits changed hands for £262. Prices should remain high as sole look like being as scarce as ever.



Above: the sonar probe casing under the hull of Egon. Below: Straymoy has a new lease of life single-boat trawling with Dave Horsely in command.

The inshore "cruiser" Venue has left Grimsby for Boston, but Margon Hansen's Straymoy is back inshore trawling with that amiable Geordie, Dave Horsely, in command.

Beck with the seiners, Skipper Harry Thomsen's Eabjerg purchase Fiono Thomsen (GY 204) looks just the sort of vessel to keep him amongst the port's pacemakers, whilst Skipper Jimmy Howard's Eame is expected to fit the new Losie Hydraulics deck gear this month.

Tidy

Eame has just fitted a Furuno FH105 sonar (the second installation at Grimsby), complete with an extremely tidy hull probe casing.

For fishing number addicts, Sleight's Conby (ex-Escol, FR 248) is now GY 374 and at last ready to pair up with Danbrit's Leondo. Also back to pairing is Skanderborg, now owned by Alec Musall, which is teamed with Tommy Scorer's Kahleen.

April was a sad month for Alec who lost his faithful dog on the roads. For everyone who knew it (and who didn't?) the docks won't seem the same place without that quite remarkable animal.

TOM WOOD

Recalling some of the stories which appeared in our columns this week 50 years ago.

MAY 12, 1928

HERRING prices fell to 17lb for 1d during Milford glut.

ABERDEEN fish expert, W. S. Euston, accredited with inventing fish filleting.

HULL trawler Tervani arrested for alleged illegal trawling off Iceland 20 months ago. Questions asked in Parliament.

CONSOLIDATED Fisheries, which owns the entire trawling fleet at Swansea, to order 25 new boats for the Welsh port. First five ordered from Cochrane.

THE first big long-liner built for Grimsby in 20 years complete trials. Juliano, built by Cochrane for the Crampin Steam Fishing Co., is 188ft. long and has a special line hauler.

AUSTRALIA'S fishing industry catching 51m worth of fish a year. It has "great possibilities".

PART of advice to boat sea-sickness: "Faith is essential, and in the strength of it any man may go a-trawling forty days in the North Sea without discomfort".

DEVON SEA Fisheries District Committee request Government to instruct Customs officials at fishing ports to issue receipt forms to oil merchants to enable fishermen to tax free patrol.



Marconi Marine Net Monitor NM-850AT

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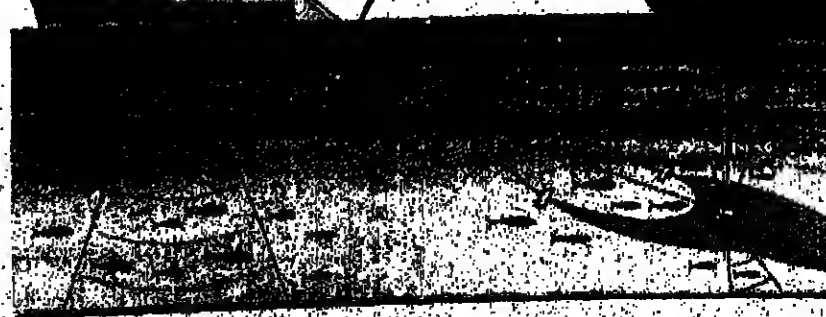
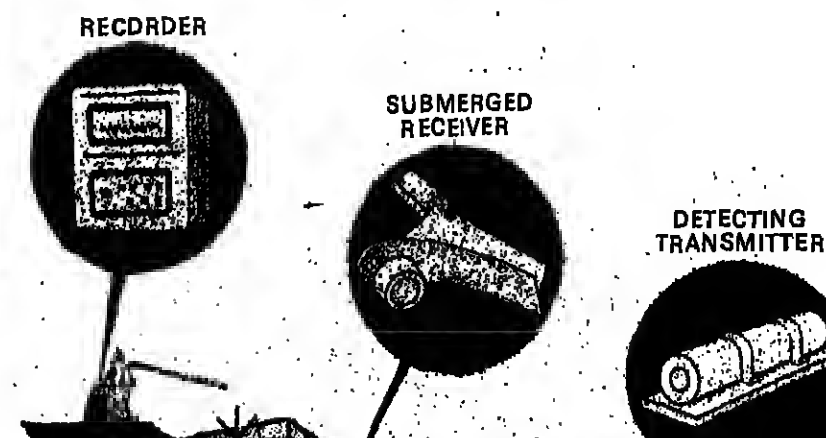
★ Upwards and downwards simultaneous fish detection. Shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline, and an indication of the quantity of fish in the net.

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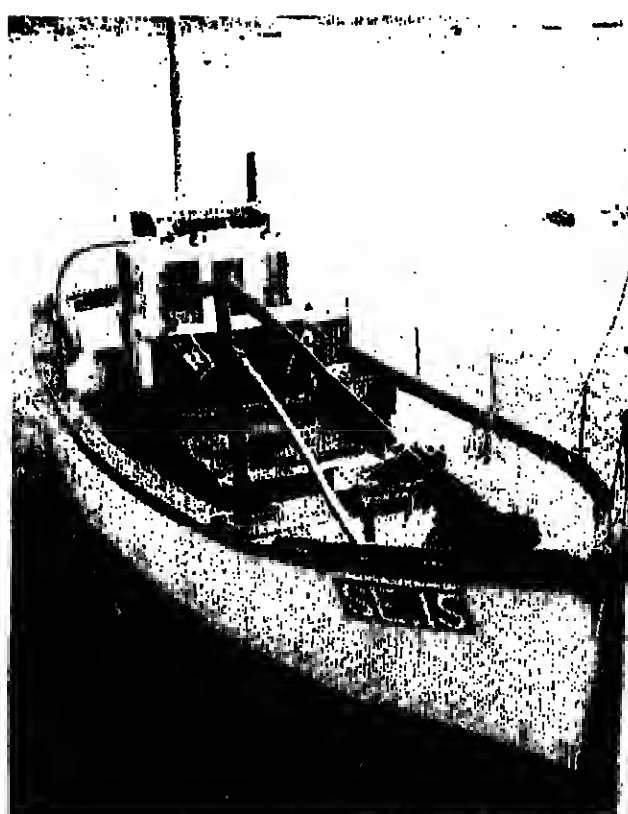
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The 32 ft. Hinks-built crabber, *Westward Girl*, with the AIFO/Fiat marine diesel engine. She is the first commercial fishing vessel to be fitted with this engine.

Crabber refitted with Fiat power

WESTWARD GIRL has become one of the first commercial fishing vessels in the UK to be fitted with an AIFO/Fiat marine diesel engine after a refit by Winters Boatyard of Salcombe.

The vessel, a 32 ft. Hinks-built crabber launched in 1967, is co-owned by R. Baylay and F. Inch of Salcombe. She was originally fitted with a 43 hp Lister engine and had a shaft-driven capstan head mounted on a raised foredeck.

This equipment, as well as

the foredeck, was removed and replaced by an AIFO/Fiat 808AM six-cylinder marine diesel engine rated at 135 bhp at 3,200 rpm. As there are heavy demands on the gearbox of crabbers, a 73C Borg Warner 2:1 reduction unit was fitted, driving a Bruntons 23 in., three-bladed propeller.

A PTO shaft, bolted to the front end of the crankshaft, provides the 30 to 40 hp required to drive the pump for a Celtic Slave 1,600 kg. hauler which is pedestal-mounted on the new flush deck.

The vessel was re-equipped with Willis Ridley hydraulic steering and davit arm and the owners are receiving engine and improvement grants from the White Fish Authority.

As this is the first AIFO/Fiat 808AM engine to be fitted under a WFA re-engining grant, the unit must give one year's satisfactory service to earn subsequent types WFA approval.

In the meantime, similar engine models installed under WFA grant schemes within the one-year period will have to satisfy the same conditions up until the first engine has completed its trial term.

Initial trials have now been completed to WFA satisfaction and *Westward Girl* has returned to crabbing. The owners say that the engine is capable of coping with work loads and, in performance, has exceeded all their expectations.

They can now reach the grounds significantly faster — cruising at 8 knots at 2,200

rpm — and during trials sustained speeds of over 10 knots were achieved at 2,600 rpm, the engine at all times giving quiet, smooth running.

Other AIFO/Fiat engine commercial installations now being undertaken in the West Country include a Cygnus GM37 and a new Aquarius Marine 30 ft. fishing hull.

The Cygnus GM37 being fitted out by Western Workboats has an AIFO/Fiat CP3M six-cylinder diesel engine rated at 160 bhp at 2,600 rpm. The engine is fitted with a Twin-Disc MG609 gearbox driving a complete set of Bruntons stern gear which includes a four-blade propeller. A front PTO shaft drives a Celtic Slave line hauler and the vessel, to be used as a crabber, will be based in Dartmouth.

Aquarius Marine of Portlleven, which has recently launched the prototype of its 27 ft. to 30 ft. range of fishing vessels, will be fitting a four-cylinder AIFO/Fiat 804AM of 90 bhp at 3,200 rpm diesel to their 30 ft. demonstrator hull.

This vessel is scheduled to appear at the South West Boat Show.

AIFO/Fiat produce a range of 11 marine diesel engines, ranging from the three-cylinder 50 hp to the V-8 turbo-charged 500 hp unit.

Engines are supplied through three companies — Winters Marine of Salcombe, Devon; Bristol Channel Marins of Poole, Dorset, and A.W.D. Aggraco of Glasgow, Scotland.

Mitchell launch

THE G. PERCY Mitchell yard of Port Mellon in Carnwath is back to building timber fishing boats with the launching of a 28-footer — *Superb II* — on Tuesday.

Designed by Gary Mitchell and constructed of larch on oak, she is for local Mevagissey skipper, Alan Furse, who will use her mainly for ray netting.

Skipper Furse fitted out his new boat — she has an enclosed forward wheel house, spacious open working deck and mizzen rigged aft. Her beam is 10 ft. 8 in. and draught 3 ft. 3 in.

Propulsion is by a 44 hp Lister HWS MQR2 diesel engine, eco-commodated by a 30 hp air cooled Lister wing engine. Fuel capacity is 30 gallons in two fifteen gallon tanks beneath the aft locker.

Johamlin - 1st of two 80ft 'sisters'

THE Baltimore boatyard in south-west Ireland run by the Irish Sea Fisheries Board has completed an 80-footer for a Howth owner.

This vessel, named *Johamlin*, is a typical modern Irish trawler and it is not surprising to find a marked similarity between her and modern Scottish trawlers.

She was designed by the Napier Co. of Arbroath and one of the main differences is the absence of a gutting shelter amidships.

The BIM yard starts building right from the tree trunks. These large bunks of Irish oak are cut to make the frames and timbers. Planking and decks are of Irish oak and a surprising amount of steel is included in the vessel.

This probably reflects the naval architect's involvement with the British fishing boat safety rules where steel is required for bulkheads and some areas of deck.

On *Johamlin* steel is used for the engine compartment bulkheads and deckhead and there is an extensive sub-frame which forms the enginebed. The deckhouse and the forward wheelhouse are also constructed in steel.

Johamlin is 80 ft. long overall, with a beam of 21 ft. 8 in. Draft is 11 ft. 6 in. and the displacement is about 140 tons. She is of round bilge hull form with a cruiser stern.

The hull is laid out with a store forward to house the auxiliary diesel and its associated machinery. Aft of

this is the fish hold, then the engine room and the accommodation aft.

The messroom and galley are placed at main deck level in the deckhouse. Cooking is by a calor gas stove and there is a sink with a gas water heater.

Access to the engine compartment and accommodation is from inside the deckhouse, but there is a separate engine compartment access from the deck.

Viability

The main engine is a Greeno model 6121T 6-cylinder diesel producing 114 hp at 500 rpm. This is connected to an auxiliary engine which is a two-ton pump. The C-Plath is connected to an auxiliary engine which is a two-ton pump. The C-Plath is connected to an auxiliary engine which is a two-ton pump.

Originally a propeller was fitted, but this has been removed because there was excessive vibration. As she is expected to be steering long distances to the ground, the number was in some doubt about the viability of the vessel and the vibration problem made up his mind.

A Nurgear gearbox is mounted at the front of the engine in transit the drive to the auxiliary machinery.

A Bukh diesel type 115 auxiliary engine is mounted forward. This unit produces 56 hp at 1,500 rpm and is a similar range of auxiliary as the main engine, so the duplication of the auxiliary machinery is achieved.

On deck the trawl winch



Above: *Johamlin* lying in Baltimore harbour alongside her sister-ship which is nearing completion. Below: the Lister Blackstone 880 hp diesel installed in the engineroom.

grant. An EEC grant has been applied for and this is expected to be in the region of 20 per cent.

A similar vessel to *Johamlin* is nearing completion at the yard. She will be for Peares O'Shea of Howth. Her Caterpillar type 379 diesel of 570 hp will drive through a Fernholt CP propeller.

Owner John is pleased with his which replaces a from Holland.

to fish herring hoping to exploit the west coast initially *Johamlin* at Howth, but the moved if fishing proved.

cent in the region with some 25 per cent by a BIM

A 30FT Versatility GRP hull was being shipped out this week to Southern Ireland by the Rye Yacht Centre. This will be fitted out at the Malahide Shipyard as a demonstration boat.

Malahide recently took over the agency for Versatility hulls in Southern Ireland.

'Versatility' in Ireland

HULL RANGE EXPANDS AGAIN

TWO MORE GRP hulls are to be added to the Cygnus Marine range this year.

After moving up the scale with a 13-footer, the firm is now to produce GM19 and GM16 models.

They will be shallow draft beach huts suitable for either inboard or outboard engines. The GM19 has been designed with a forward tank and locker, also an aft deck complete with locker, and the first hulls due to appear in about two months.

Gary Mitchell, the Cornish designer who has been responsible for

drawing up the Cygnus range, is completing the wooden hull to make the mould of his new boatyard in Movaglesay.

The GM19 is 19 ft. overall, with a moulded beam of 7 ft. 6 in. and draft, 1 ft. 9 in.

Details of the GM16 hulls not yet been finalised, but the hull will be similar lines. Prices have not been fixed, but Gary Mitchell said they will be 'very competitive'.

The firm's hull range will now span 18 ft. to 44 ft.



NEWLYN skipper Sam Lambaume has completed the fitting out work on a Cygnus GM 28 boat (above) which is the first of her line to be supplied complete with all the GRP mouldings. This includes the wheelhouse and foredeck. Some 80 per cent of the work was completed by Cygnus and her specification includes: Thornycroft type 164 diesel of 45 hp at 2,500 rpm driving through a PRM gearbox; dual-station Wagner 700 hand-hydraulic steering; Marae twin lever controls; and Spencer-Carter 1,000 lb. line-operated hauler mounted on a P-brackets. The boat has been named *Kookaburra*.

WORK IS progressing fast on the mould for the Gary Mitchell-designed GM 43 hull. It is seen (left) taking shape at Cygnus Marine's new yard. The first 43-footer is due late this summer.

By popular demand—The Sussex Cob is back

The **SALTY FISHERMAN** is the traditional Sussex Cob back again, better than ever before. Over 350 of these tough little boats are now in commission and its popularity for camping, picnicking or just messing about, makes it constantly in demand. Whether used professionally or for pleasure, this is a really mobile, light and sea-worthy boat for its size.

SPECIFICATIONS		
LOA	16'6"	5.0m
Beam	5'6"	1.72m
Draught (Approx)	9"	23cm
(Approx centre plate down)	2'2"	76cm
Weight (Approx without caddy)	300 lbs	135 kg
Boat capacity (factor (Approx)	480 lbs	218 kg
Timber layout and gunwales, C.R.P. side benches.		
Standard fittings: Cleat forward, 2 cleats aft		
1 pair rowlocks		

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Nashville, TN 37207 • Telephone: 615-259-6661

Name _____ Address _____

Official and Classified ADVERTISEMENTS

VESSLS FOR SALE

1971 x 6ft. mahogany clinker, 12hp diesel, 12V hand start, dynamo, battery, light, electric pump, very reliable, little use, 2800 one of part exchange or exchange for 30-35hp. local, one needing work or engine repairs might suit, south coast preferred. Telephone: Emsworth 4884.

FOR SALE BY PRIVATE BARGAIN

M.B. "REPLENISH" (BF84)

Length overall 22.5ft., registered length 22.5ft., breadth 8.0ft., tonnage gross 2.5, net 2.0. 12hp diesel, 12V hand start, dynamo, battery, light, electric pump, very reliable, little use, 2800 one of part exchange or exchange for 30-35hp. local, one needing work or engine repairs might suit, south coast preferred. Telephone: Emsworth 4884.

FOR SALE BY PRIVATE BARGAIN

M.B. "OCEAN REWARD" (BCK 48)

Build of wood by Gerrard Brothers, Arbroath 1959. Length registered 28.2ft., overall 30.7ft., depth 8.4ft., breadth 20.0ft., tonnage gross 84.30 net 44.03. Vessel extensively modernized July 1976 with new Caterpillar 422hp engine, deckhouse, Submarine combined hydraulic winch, Tenfold hydraulic power steering gear, new deck electronic equipment owned: Decca 110 radar, Ocea 420 autopilot, Sailer 559 radar, Mermel 12 speed receiver. Equipment hired: Decca Navigator Mk.12, Decca Navigator Mk.21, Kelvin Hughes MB 44 with bottom lock, Furuno FR 24 radar. Vessel is fully fitted for sailing, also with trawl gillows and rollers. Quantity of nets included in sale. Vessel available for inspection at McCaff on Friday 23rd June, 1978.

LOCHIN 33, built 1978, Macrae 180 engine, 180 engine, built as new, totally unused, since delivery, probably best finished of type built for export to USA, lying at anchor at Burnham-on-Crouch, Essex, ready for immediate delivery. Price £21,000. Newell Petticrew, Eastern Boat House, Burnham-on-Crouch, Essex.

CYGNUS 26

Flash deck, forward wheelhouse, 1800hp Ford, Koden fish meter, fish hold. Why wait for delivery, small WFA grant available at pre-increase price now.

FOR SALE or exchange Scottish MPV 30ft. x 17ft. x 7ft. 5L3 Gardner radiator, Decca 101 radar, auxiliary, 110 & 24 volt, Ocea Radar type 101 & type sounder type MS29, Koden net hauler, Otter pilot, 8pm, 10pm, 12pm, 14pm, 16pm, 18pm, 20pm, 22pm, 24pm, 26pm, 28pm, 30pm, 32pm, 34pm, 36pm, 38pm, 40pm, 42pm, 44pm, 46pm, 48pm, 50pm, 52pm, 54pm, 56pm, 58pm, 60pm, 62pm, 64pm, 66pm, 68pm, 70pm, 72pm, 74pm, 76pm, 78pm, 80pm, 82pm, 84pm, 86pm, 88pm, 90pm, 92pm, 94pm, 96pm, 98pm, 100pm, 102pm, 104pm, 106pm, 108pm, 110pm, 112pm, 114pm, 116pm, 118pm, 120pm, 122pm, 124pm, 126pm, 128pm, 130pm, 132pm, 134pm, 136pm, 138pm, 140pm, 142pm, 144pm, 146pm, 148pm, 150pm, 152pm, 154pm, 156pm, 158pm, 160pm, 162pm, 164pm, 166pm, 168pm, 170pm, 172pm, 174pm, 176pm, 178pm, 180pm, 182pm, 184pm, 186pm, 188pm, 190pm, 192pm, 194pm, 196pm, 198pm, 200pm, 202pm, 204pm, 206pm, 208pm, 210pm, 212pm, 214pm, 216pm, 218pm, 220pm, 222pm, 224pm, 226pm, 228pm, 230pm, 232pm, 234pm, 236pm, 238pm, 240pm, 242pm, 244pm, 246pm, 248pm, 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